

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. The Giurgiu airfield, constructed in 1950-1951, is situated approximately five kilometers west of the city of Giurgiu, Bucharest Province, at the intersection of the railway and the Alexandria highway. The field lies northeast-southwest and is 2,200 by 1,200 meters in area. Surface water necessitates a drainage system by which water is drained into ditches leading to the Garla Canal. Winds are relatively strong throughout the year and blow usually in a northeast-southwesterly direction. Air approach to the field is possible from the northeast, through the so-called Balan entrance, and from the southwest. The airfield is approached from the Giurgiu-Alexandria highway by an unimproved road which leads past the barracks to the hangars. A rail spur north of the highway connects the airfield with the rail line. The spur ends in a U-shaped end-loading and side ramp. South of the highway is another short spur leading to the ammunition dump. The airfield is not fenced but is surrounded on the northeast, southeast and southwest by the drainage ditches and guarded by soldiers posted at the bridges. Hangars and barracks are surrounded by barbed wire.
2. The concrete take-off runway lies in a northeast-southwesterly direction. It is 22 meters wide with a stone foundation covered with rolled macadam and 50 cm. thick reinforced concrete blocks 22 meters wide and 10 meters long. An elliptical rolled runway 10 to 12 meters wide encompasses the airfield. Two eight meter wide concrete runways approach the take-off runway from the direction of the hangars.
3. The hangars are on the northwest side of the airfield. They are about 50 by 80 meters: four are of concrete construction covered with cement and glass plates; two are of iron construction, covered with aluminum or corrugated sheet steel. Each hangar has an automatic sliding door of sheet steel.

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In a line with the hangars is the two-story command building surmounted by a radio-equipped glass tower. Near it is the one-story guard building. Behind the hangars are two-story annexes, the lower floor of which usually consists of storage rooms and workshops and the second floor of offices. Near the southwestern corner of the airfield is the barracks complex consisting of:

- 6 three-story 75 by 20 meter barracks with flat roofs
- 1 two-story command building
- 1 gymnasium
- 1 one-story building for kitchens and canteen
- 1 one-story building for the guard and guardhouse
- 1 two-story building for first aid
- 1 three-story building containing the officers' club, mess hall and recreation rooms
- 9 garage buildings 150 meters long

The caserne has its own soccer field and swimming pool.

4. Although the airfield is at present not equipped with radar, the communications units of the service battalion are provided with tank combat cars mounted with radar instruments which in emergency can be used to assist in blind or formation flying. The ultra-high frequency radio station in the glass tower of the command building has an umbrella-shaped antenna. The meteorological station is in a one- and two-story 20 by 15 meter building about 800 meters from the northeast side of the airfield.
5. The central fuel dump located at the southern end of the barracks complex near the rail spur consists of eight subterranean tanks, each of 12 tank car capacity. They are protected by a concrete block 1.6 meters thick covered with two meters of soil. The fuel dump south of the highway in the angle formed by the highway and the rail line is composed of four 30 by 15 meter sunken brick buildings roofed with wood and tar paper and separated by earthworks. It is surrounded by a barbed wire fence hung on concrete posts, which is floodlighted at night. Nearby is a two-story building for the commander, a noncommissioned officer of the guard, the dump workers, and a guard of 12 men, which is relieved every day by troops from the airfield. The spare parts storage rooms are mainly in the garages and the first floor of the hangar annexes.
6. The Giurgiu airfield was built specifically for Soviet use, and Rumanian planes or units are seldom observed. In the early summer of 1953, however, Rumanians apparently took part in Soviet maneuvers, since numerous IL/10 ground attack units and Rumanian MIG 15 pursuit units were stationed on the field the first part of May.
7. Flight troops attached to the field belong to the Fourth Casdusni Flotilla. They are commanded by a colonel and comprise approximately 1,400 men. Flight personnel are assigned to the field in the second or third year of service. They are mainly 19 to 20 years old, of Caucasian extraction. Replacements to one-third of the personnel arrive annually in March and April, but troops relieved are not demobilized until November. Stationed at the airfield are the following units:
 - 1 pursuit regiment of two wings with 110 to 115 pursuit MIG 15's
 - 1 transport company with six four-motor transport planes with center main wing
 - 1 service battalion of four companies: transport, workshop, guard and communications companies.
 - 1 antiaircraft artillery unit with 12 double barrel antiaircraft machine guns and eight 37 mm. antiaircraft automatic cannon.

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